

**REMARKS**

These remarks are submitted in response to the Office Action of January 25, 2008 (hereinafter Office Action). As this response is timely filed within the three-month statutory period, no fee is believed due. Nonetheless, the Examiner is expressly authorized to charge any deficiencies to Deposit Account No. 50-0951.

**Claims Rejections – 35 USC § 103**

In the Office Action, Claims 19 and 26 were rejected under 35 U.S.C. § 103(a) as being unpatentable over U.S. Patent 6,405,126 to Palomo, *et al.* (hereinafter Palomo) in view of U.S. Patent 6,405,123 to Rennard, *et al.* (hereinafter Rennard) and further in view of U.S. Patent 6,173,277 to Ashby, *et al.* (hereinafter Ashby) and U.S. Patent 6,721,288 to King, *et al.* (hereinafter King).

Although Applicants respectfully disagree with the claim rejections, Applicants have amended the claims so as to expedite prosecution of the present application. It is expressly noted, however, that the amendments should not be interpreted as the surrender of any subject matter. Accordingly, Applicants respectfully reserve the right to present the original version of any of the amended claims in any future divisional or continuation applications from the present application.

Applicants have amended independent Claims 19 and 26 to further emphasize certain aspects of the invention. As discussed herein, the claim amendments are fully supported throughout the Specification. No new matter has been introduced by the claim amendments.

*Aspects of Applicants Invention*

It may be helpful to reiterate certain aspects of Applicants' invention prior to addressing the cited references. One embodiment of the invention, as typified by amended Claim 16, is a method of vehicle navigation.

The method can include accessing a publicly accessible Web site using a computing device that is remote from a vehicle, identifying within the Web site at least one destination in response to a user input specifying a trip itinerary, and automatically determining navigation information for the itinerary. The at least one destination corresponds to at least one of a lodging, dining establishment, and predetermined sightseeing attraction each identified within the Web site in response to and based upon the specified trip itinerary. At least a portion of the navigation information includes geographic coordinates for the identified destination as well as trip information indicating locations of and information pertaining to other dining establishments, other sightseeing attractions, other lodging accommodations, road hazards, and detours corresponding to the user-specified trip itinerary. See, e.g., Specification, p.7, lines 11-20 and p. 3, lines 14-19.

The method also can include uploading the navigation information to a network via a communications link and storing the navigation information in a memory in the network, connecting an in-vehicle navigation device to the network via an upload link and a download link, identifying the in-vehicle navigation device by the network via the upload link, and, upon identification of the in-vehicle navigation device, transferring the navigation information stored in the memory in the network to the in-vehicle navigation device via the download link. See, e.g., Specification, p.7, line 21 to p. 8, line 17.

The method further can include determining whether a data format of the navigation information conforms to data requirements of the in-vehicle navigation device prior to transferring the navigation information, and converting the data format of the navigation information to an alternate data format prior to transferring the navigation

information if the data format does not conform to data requirements of the in-vehicle navigation device. See, e.g., Specification, p., line 21 to p. 9, line 2.

**The Claims Define Over the Cited References**

Palomo discloses a system and method for finding an intended destination using an in-vehicle navigation system in which intended destinations are received and coupled to the in-vehicle navigation system via data storage device and one or more data storage media (see, e.g., col. 6, lines 31-38). However, Palomo does not disclose uploading the navigation information (the intended destinations) to a network via a communications link and storing the navigation information in a memory in the network, connecting an in-vehicle navigation device to the network via an upload link and a download link, identifying the in-vehicle navigation device by the network via the upload link, or, upon identification of the in-vehicle navigation device, transferring the navigation information stored in the memory in the network to the in-vehicle navigation device via the download link, as recited in amended Claims 19 and 26 of the instant application.

Rennard discloses a method and system for interactive real-time distributed navigation which may receive inputs through a wireless device. Since a wireless device is typically of limited input capability, it is thus desirable to provide an improved operating environment that allows a user to input information ahead of time through a customized web site (see col. 11, lines 4-34). However, Rennard also does not disclose uploading the navigation information (the intended destinations) to a network via a communications link and storing the navigation information in a memory in the network, connecting an in-vehicle navigation device to the network via an upload link and a download link, identifying the in-vehicle navigation device by the network via the upload link, or, upon identification of the in-vehicle navigation device, transferring the navigation information stored in the memory in the network to the in-vehicle navigation device via the download link, as recited in amended Claims 19 and 26 of the instant

application. It is noted that although a "web site" is mentioned in Rennard, the web site is used as an input method for the wireless device. In contrast, in the present invention there is no customized web site needed. The navigation information is stored in a network memory by the user and is retrievable by the in-vehicle navigation device that can be connected to the network. In the present invention, a web site may be used by the user in researching and finding the navigation information, but is not used to input navigation information to the in-vehicle navigation device.

Ashby and King do not make up for the differences between Palomo in view of Rennard and the present invention.

Ashby was cited as disclosing determining whether a data format of the navigation information conforms to data requirements of the in-vehicle navigation device prior to transferring the navigation information, and converting the data format of the navigation information to an alternate data format prior to transferring the navigation information if the data format does not conform to data requirements of the in-vehicle navigation device. However, column 3, lines 30-60 of Ashby, cited in the Office Action, actually discloses that the data access interface layer intercepts requests by the navigation application software for geographic data and retrieves geographic data from the storage medium and converts the data into a format usable by the navigation application software. Clearly, Ashby does not determine whether a data format of the navigation information (determined by the user through research using a remote computing device), which is different from geographic data stored in the in-vehicle navigation device, conforms to data requirements of the in-vehicle navigation device and also does not convert the data format of the navigation information to an alternate data format that conforms to data requirements of the in-vehicle navigation device.

King was cited as disclosing establishing a queue for uploading the navigation information to the navigation device. It is noted that this limitation has been deleted from the claims.

Accordingly, the cited references, alone or in combination, fail to disclose or suggest each and every element of Claims 19 and 26, as amended. Applicants therefore respectfully submit that amended Claims 19 and 26 define over the prior art.

Applicants thus respectfully request that the claims rejections under 35 U.S.C. § 103 be withdrawn.

### CONCLUSION

Applicants believe that this application is now in full condition for allowance, which action is respectfully requested. Applicants request that the Examiner call the undersigned if clarification is needed on any matter within this Amendment, or if the Examiner believes a telephone interview would expedite the prosecution of the subject application to completion.

Respectfully submitted,

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